

CLASSIFICATION SECRET		25X1
Approved For Release 2002/08/08 : CIA-RDP82-00457R011700320004-7		
COUNTRY <u>Germany (Soviet Zone)</u>	REPORT NO.	
TOPIC <u>Cottbus Airfield</u>	25X1A	
EVALUATION <u>see below</u>	PLACE OBTAINED	25X1C
DATE OF CONTENT <u>4 to 19 March 1952</u>	25X1C	
DATE OBTAINED	DATE PREPARED <u>7 April 1952</u>	
REFERENCES		
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE)	
REMARKS		
<div style="text-align: center; transform: rotate(-45deg); border: 1px solid black; padding: 5px;"> RETURN TO CIA LIBRARY </div>		

SOURCE

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1. Between 10:30 a.m. and 3 p.m. on 4 March 1952, there was no flying at Cottbus airfield. The weather was hazy. Only two jet bombers could be observed in front of the hangars because of the haze. Between 10:50 and 11 a.m. on 5 March, a jet bomber circled the field. Another jet bomber took off at 11:15 a.m. It was not observed landing. A total of three jet bombers were observed at the field. The 32 Pe-2s which were previously parked east of the hangars were now west of the hangars where they were arranged in three groups. Between 10:30 a.m. and 12:30 p.m. on 6 March, individual jet bombers circled the field. In the afternoon, 26 Pe-2s were counted west of the hangars. At 3:30 p.m., a jet bomber took off and circled once over the field. After its landing, a truck picked up a box-like device from the plane. Subsequently, the plane took off again and circled over the field for some time at an altitude of 2,000 meters. Two Pe-2s were observed landing. Between 7:30 and 10:40 a.m. on 8 March, four take-offs and three landings were made by jet bombers, two take-offs and 3 landings were made by Pe-2s. It appeared that the crews of Pe-2s were training on the three jet bombers stationed at the field. There was no flying on the morning of 12 March. Between 11:30 and noon on 13 March, 28 Pe-2s were counted in front of the hangars. Three jet bombers circled the field. At 2 p.m. on 15 March, the blue number 71 was observed on the rudder assembly of a landing jet bomber. Trucks

entered and left

2. Between 11 and 15 March, about 40 Pe-2s, 2 twin-engine planes with nose wheels, and 2 type-27 jet bombers with the red numbers 22 and 38 were observed in front and west of the hangars at the field. On 11 March, individual take-offs were made by two jet bombers with the red numbers 02 and 30. There was no flying on 12 March. On 13 and 14 March, air activity was again performed by jet bombers, including two with the red numbers 02 and 30. These two planes again took off on 15 March, but their landings were not observed. On the same day, it was observed that a type-27 plane with the number 22 landed at the field. Between 5 and 6 p.m. on 17 March, 16 or 17 Pe-2s were observed in the western section of the field. Other Pe-2s were parked farther north where they were camouflaged by trees. Three twin-engine planes with nose wheels, 3 type-27 jet bombers, and 1 type-30 plane were also stationed at the field. On the mornings and afternoons of 17, 18 and 19 March, there was flying by jet bombers, including two type-27 planes with the red numbers 22 and 30 and one type-30 plane with the red number 02. The jet bombers practiced flying in formations of two, while three twin-engine planes with nose wheels circled the field. On 19 March, pilots who were in the primary stage of training practiced flying with jet

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bombers. When landing, they sometimes touched ground with a bump. Type-27 plane No 22 was the only plane with a dark green belly turret behind of the nose wheel. A special vehicle, which was in operation during air activity, had a plexiglass sliding roof which was open in good weather. Three officers with headphones were observed in the vehicle. Crates which could contain power plants were in front of the hangars. An increased number of double sentries with field glasses were on duty on the roads leading to the field.

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3. Between 7:30 and 10 a.m. on 11 March, source observed the field from its southern edge which was unguarded. The weather was fair but became hazy. About 8:00 a.m., local flying was in progress by three jet bombers, including 2 type-27 plane with the red No 21 and one type-30 plane with the red No 27. The planes reached an altitude of about 2,000 meters. Their take-off time was from 22 to 34 seconds. A taxiway extended from the hangars to the eastern end of the runway. The grass in the southern section of the field had been burnt. Source observed for the first time that there was an unoccupied sentry box on the southern edge of the field east of the athletic field. *

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- * [REDACTED] Comment. The report confirms that the bomber regiment which is equipped with Po-2s is being retrained on jet aircraft. In addition to about 40 Po-2s the regiment is equipped with 3 B-25s and 3 or 4 type-27 and type-30 jet bombers.

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